

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 06/16/1998

DCA97MA059 File No. 1901	08/07/1997	MIAMI, FL	Aircraft Reg No. N27UA	Time (Local): 12:36 EDT		
Make/Model:	Douglas / DC-8-61			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / JT3D-3B		Crew	4	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	4		Other	1	0	0
Operating Certificate(s):	Cargo					
Name of Carrier:	FINE AIRLINES, INC.					
Type of Flight Operation:	Non-scheduled; International; Cargo					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Day			
Destination: SANTO DOMINGO			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: None			
			Visibility: 10.00 SM			
			Wind Dir/Speed: Light and Variable			
			Temperature (°C): 34			
			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 42		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 12154			
Airline Transport; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: 216			
Instrument Ratings			Total Make/Model: Unk/Nr			
Airplane			Total Instrument Time: UnK/Nr			

: On August 7, 1997, at 1236 eastern daylight time, a Douglas DC-8-61, N27UA, operated by Fine Airlines Inc. (Fine Air) as flight 101, crashed after takeoff from runway 27R at Miami International Airport, Miami, Florida. The three flightcrew members and one security guard on board were killed, and a motorist was killed on the ground. The airplane was destroyed by impact and a postcrash fire. The cargo flight, with a scheduled destination of Santo Domingo, Dominican Republic, was conducted on an instrument flight rules flight plan and operated under Title 14 Code of Federal Regulations Part 121 as a Supplemental air carrier. Prior to takeoff, the airplane was misloaded to produce a more aft center of gravity and a correspondingly incorrect stabilizer trim setting. This precipitated an extreme pitch-up at rotation. Because of the incorrect stabilizer trim setting the pilots could not gain adequate control of the airplane before it struck the ground :

Brief of Accident (Continued)

DCA97MA059				
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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) AIRCRAFT WEIGHT AND BALANCE - INADEQUATE
2. (C) IMPROPER USE OF PROCEDURE - OTHER PERSON
3. (C) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. (C) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. (C) TRIM SETTING - IMPROPER
6. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. (C) AIRSPEED - NOT MAINTAINED
8. STALL

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND
10. OBJECT - VEHICLE

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The airplane being misloaded to produce a more aft center of gravity and a correspondingly incorrect stabilizer trim setting that precipitated an extreme pitch-up at rotation, was (1) the failure of Fine Air to exercise operational control over the cargo loading process; and (2) the failure of Aeromar to load the airplane as specified by Fine Air. Contributing to the accident was the failure of the Federal Aviation Administration (FAA) to adequately monitor Fine Air's operational control responsibilities for cargo loading and the failure of the FAA to ensure that known cargo-related deficiencies were corrected at Fine Air.